

Fuel oil non – availability report

Name of Vessel:	MT HORIZON APHRODITE	Flag:	LIBERIA	IMO Number: 9407366
(if other relevant registration # enter here):				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available):				
<p>The vessel departed her last discharge port Vila Do Conde on the 4th April 2016 with 84 mt of LSGO on board and during her ballast passage to US Gulf vessel was fixed for loading from Port Arthur and Beaumont. On 14th April she arrived safely at the outer anchorage of Port Arthur and drop anchor with 40,2 mt of LSGO . On the 13th April her max intake of LSGO was stemmed 160 mt to be delivered on the 15-16 April while she is alongside at loading berth in Port Arthur. But then agents advised us that she will be delayed in berthing and her berthing is postponed for 19th Apr. 2016 at 02:00 LT . When she was not berthed on the 19th April 2016 , we have advised the agents , that if she is not berthed on the 19th April or moved to the inner anchorage LSGO ROB will be not sufficient vessel to be berthed on the 20th April 2016 . On the 19th Apr in the afternoon agent advised us that her berthing is again postponed with one day and it will be done on 20th April. Latest from the agent on the 19th was that inner anchorage / pilots will be available only on the 20th AM hrs . Agent today gave us the information that shifting to the inner anchorage / berth today could be only at 16:00 LT due to outbound traffic, but the vessel will not have enough LSGO to perform the passage from the outer anchorage to the berth. Therefore she needs to perform the shifting from outer anchorage to the berth using HSFO and agent will coordinate with supplier LSGO to be delivered once she is at the berth .</p>				
Port of Origin:	Vila Do Conde	Date:	04 April 2016	
Port of Destination:	Port Arthur	First US port of Arrival:	Port Arthur	
Date vessel first received notice that it would be transiting in the N. American ECA:				6thApr2016
Vessel's locations at the time of notice:		In transit to US Gulf		
Date/Time ship operator expects to enter N American ECA:		13th April 2016		
Date/Time ship operator expects to exit N American ECA:		Hard to say for the moment due to loading in Beaumont		
Projected days ship's main propulsion engines will be in operation within N American ECA:			With HSFO only several hours	
Sulfur content of fuel oil in use when entering and operating in the N American ECA:			Up to now used only LSGO 0.1% / the sulphur content of the other grade available on board is 3.5%	
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reasons why compliant fuel oil was not available:				

The vessel was requested for information and her max intake LSGO was arranged 1 day before her arrival at Port Arthur outer anchorage. Due to delay in her berthing she running out of LSGO and quantity on board could not be enough for shifting from outer anchorage to the berth .

The bunker consumption of the vessel is 4.0 -4.5 MT while at anchorage. Given the normal operation within the port, there was sufficient fuel to safely reach the berth and thence bunker in compliance with regulations.

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Name of suppliers contacted:	Address:	Date of contact:
J.A.M. Distributing Company		13Apr2016
In case of fuel oil supplied disruption only		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

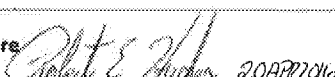
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If Applicable
Describe any operation constrains that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constrains that will allow you to use all commercially available residual fuel oil blends:

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Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:
Our intention is to bunker her as soon as she is alongside in Port Arthur as per latest from agent today 20th Apr at 19:00 LT pilot should be on board.
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:
LSGO is available at inner anchorage and at the loading berth in Port Arthur .

List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports of visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)	Report	Date	Port	Type of Fuel	Comments
a) Corpus Christi	Sailed on 17Mar16	Yes					
b) Houston	Sailed on 6Mar16	Yes	1)				
c) Houston	Sailed on 14Sep15	Yes	2)				
d) Savannah	Sailed on 2Sep15	Yes	3)				
e) New Orleans	Sailed on 28Aug15	Yes	4)				
Ship Master Name:		Capt. Sergey Stepanov		Ship Operator Name:		Cargill International SA	
Legal Agent in the U.S.:		Moran-Gulf Shipping Agencies, Inc.		Ship Owner Name:		MONDORO MARINE INC.	
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):						Tel. Num:	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitted false statements and information, including possibility of fines imprisonment pursuant to 18 U.S.C. 1001		
Signature: 	Print Name: Captain Robert E Hughes, Americas Operations Manager, Cargill, Ocean Transportation	Date: 20Apr2016